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NEWS OF THE WATERF

The Strike of Mates Not Seriously Affecting Wilder's Company, Says C. L. Wight.

DRESIDENT C. L. WIGHT of Wil- suppose that the committee was to call

perienced or would be experienced in matter of keeping the vessels of the company running on schedule answer was desired by a certain time. The strike had necessarily ansed considerable inconvenience at first, as men had to be secured in a communication. hurry in order to get the Kinau and Claudine and other boats of the line away on their regular runs on schedule

Wilder's company, however, had susected that there was likely to be some WERL-Office 148 Nauang trouble several weeks before the strike occurred and arrangements were made just to i p. m., except for licensed men who were working who might go out on strike.

"The whole trouble," said President Wight, "is that we had a few men in ticed for some time that he was doing taking on a great deal of coal at this our employ who came on recently, since it was necessary for all mates and other officers of steamboats to carry licenses in these waters. They had no aloha for us and we entertained no particular aloha for them. They came down from the Coast, where they could have secured positions on Coast steamboats at Coast wages, to accept positions here for less money. They knew the rate of wages here before they then a night promptly came, and yet they preferred these Isobstetries and lands to working on the Coast.

Before it was necessary for the men have licenses we never had any trouble. The majority of our mates are Hawaiians and they were always faithful to us and could be depended ETE-Mott-Smith bldg, upon. Any man who had been in our mile; office hours, 8 employ for a year or more we looked ifter when he was sick or in trouble without interest. The consequence was and at a meeting held today it was company and would stand by us. But s nearly as I know there are only

"I would like to say here that CaphR. Til G. tors of hulls and hollers, who were retors of hulls and boilers, who were recently here examining the men, treated men, MD, D.D.S.-Boston the men examined with the greatest consideration possible and that even they went out of their way to see that an even chance. I say this because In Insurance Society and there was something said to the conwas to the effect that the examiners had been anything but considerate in d that there are many words in the that when the examiners first started a great deal of difficulty in examining he difficulty and make it so that the the white men. As an example of this, one of the questions of the examinaas and Bollermakers, lead line?" Now, when this question was translated into the Hawalian language, there being no word in Hawaiiun for 'lead line,' the question ran: What are the marks on a tarred rope?" Naturally, when the question was put o the natives in this form they were RES - Engineers and unable to answer it, and I doubt whether it could be answered by anybody

particularly bad time for the men to was selling at a cent a pound and beef dting; brick, wood or and we are carrying sugar at the same shop, Hotel St., near figure. It was a year ago when we made our contracts and then coal, poi, beef and so forth were very much heaper. Now we have to pay over \$10 San Francisco, Jewel. per ton for our coal, three cents a bith See advt inside pound for poi and twelve and a half discharged, and likewise to make the cents a pound for beef. The fact of the YOUR EYES, you in a condition to advance wages." matter is that we are not at present

"Then, again, we do not intend to bind ourselves to pay any fixed amount alike, for the simple reason that we have found through experience that all nen are not alike, and that some mates, for example, are worth \$50 per onth, while others are worth perhaps \$100 per month. We are perfectly willg to pay a man what he is worth. he can earn a hundred dollars a nonth we will, pay him that salary. ome men we can trust implicitly, thers we have to watch. We treat our entirely according to their merits. hese strikers, who have come down rom the Coast, and who are demandng Coast wages, are asking altogether o much. They had only been with us for a short period, and had not beun to get acquainted with the work, he coasts of the different Islands, and Freat many other things with which should be familiar before any consideration. begin to demand higher wages. they can get the money they ask or on the Coast, why did they not

emain on the Coast and get positions reference to the letter written to company by a committee appointmelder the raising the salaries of Mates to the Coast standard, would say that the comstandard, munication very clearly led us to rived from Sydney, Auckland and Pago

der's Steamship Company was upon us for the purpose of talking seen by an Advertiser reporter over the matter. We always make it vesterday in relation to the a point to listen to all complaints, or of the mates. matters with the consideration which President Wight said that at the they deserve. In this case, however, resent time there are only three of we were waiting for the committee to Pago early yesterday morning and Wilder's company's men who are make us a call. After the first comout and that no difficulty had been ex- munication we heard nothing more of the matter until the last day of last port on account of being late in getmonth, when we received a notice from

> "Mate Tutt, formerly of our company, came to me and demanded that the Coast standard. If he had approached me with proposition in regard to himself alone it would have been an entirely different matter, or if he had said that he had been asked by the rest of the men to present their case to the company, things might have turned out a little differently. Instead of that, however, he demanded was unable to put aboard enough coal that the wages of all be raised. As at that port to last her to San Franfar as Tutt was concerned, I had nogood work, and contemplated acting port. accordingly as far as he was person-

that he wanted to dictate terms, I disharged him. 'We have sent to the Coast for men and expect them in a very short time, tura, As far as the Harbor Association is concerned, I do not see how that will prevent us from getting men. When men want work they are not likely to go hungry just because an organization orders them not to accept a posi-

#### What the Strikers Say.

A committee from the striking mates cailed at the Advertiser office last Company at Sydney. evening and requested that the following communication be given space;

"According to an evening paper, President Ena says that the strikers are showing signs of weakening, and several have already asked for their positions back. This is not true. No one has asked for his position back, that those men had an aloha for the again unanimously decided that they Consideration \$1. would not return to work unless the steamship companies agreed to pay Coast wages and to reinstate all the \$100. of the steamship companies, as they Hilo. Hawaii. Consideration \$30, have approached several of the men, No. 8453A—Okada to Superinten trying by every means of persuasion Public Works; piece of land (40x300 feet), known to induce them to go back, not Waipunalei, North Hilo, Hawaii. Conhesitating in the way they handled sideration \$25. the truth in their inducements, much o the amusement of the strikers, who

strung' them unmercifully. "President Ena also states that the majority of the men out have Hawaii-an licenses. This is also, not true, as of the men out, only three hold Hawaitan licenses,

which the Inter-Island Company is, it is known that they sent a man to sea on the Hanalei last night (Wednesday) who has been repeatedly discharged for drunkenness, and the strikers are wondering if the traveling public in general are aware of the

"As far as the weakening proposition goes, the men, when approached, merely laugh and say they have not discovered any evidence as yet. As to President Ena's statement about bringing down men from 'Frisco, it is well known to the men and to all who re familiar with Coast shipping, that at this time of the year, it is almost impossible to get men to man the ships out of 'Frisco, owing to the heavy demand in the northern trade."

#### Striker Writes to the Press

The following is the substance of a etter written by one of the striking mates and sent to a friend of his who, according to the striker, is employed in a responsible position on one of the San Francisco dailles:

"Just a line to let you know how the world wags. I wish you would put the following in the paper on which you are employed, so as to let the people of the United States know how the owners of these boats down here treat and pay their mates.

Well, the mates addressed a request for a conference, on the 12th of March, orst of October at a certain figure, to agree on a raise of wages for the When we made these contracts coal mates of the steamers, and the presidents of the two companies never paid any attention to their request until the mates took action and, on the last prices have advanced about one-third demand to the presidents of the two companies to give them a which they very reluctantly did, and then immediately told the men who waited on them that they could consider their services at an end. Then the rest of the men walked out to companies accede to their demands for an increase of wages. I also include a list of the scab captains of the Inter-Island steamers who promised the company to man the boats in place of the mates, who were merely asking for wages which would enable them to

'The mates asked that they be given Coast wages; the present rate of wages here is less than a seaman gets on the Coast. It is \$65 for mates, \$45 for second mates, and \$40 for third mates,

"Just think of it-they have been employing men down here for years at the above salaries and, since annexation, it sticks in their craw to think that they have to pay white men's wages to Americans. How the men heretofore (compelled, as they are, to pay for their own maintenance when they are in port on Sundays or holi-days and, the men of all departments, are compelled to feed themselves, even now) managed to live, is a puzzle to me. I will be in San Francisco almost as soon as you get this, as I will not work for these Chinese wages under

#### Upolu Said to be Wrecked.

It is reported by wireless telegraph from the Island of Hawaii, Mahukona, that any persons owing money to her that the Island steamer Upolu was daughter, the late Miss S. Rowena the strikers, asking that we afternoon of Tuesday, the 2d instant,

The Ventura From the Colonies. The Oceanic steamship Ventura ar-



moored alongside the Oceanic wharf. She was one day late in making this ting away from Sydney, and on acthe committee to the effect that an count of being detained in quarantine transport from South Africa.

The Ventura's time from Australia was fifteen days, seven hours and the wages of all the mates be raised to forty-eight minutes, the steam time being fourteen days, one hour and eleven minutes. She salled from Sydney on the 19th of March, Auckland on the 24th, and Pago Pago on the 27th, Her . best record during the trip was 403 miles in one day.

There was a strike among the coal workers at Sydney, and the Ventura cisco. The consequence is that she is

ally concerned. When I saw, however, States vessel Aberanda had returned to Pago Pago from a trip to Auckland. was quiet at Samoa.

Among the passengers on the Vengoing through to the Coast, are J. D. Spreckles, Miss Grace Spreckels, Mrs. W. D. K. Gibson, William Sharp and wife, of Melbourne, and Henry Mills, ex-mayor of Belmaine, Sydney, for the past two years. W. H. Cornwell, of this city, returned from the Colonies on the Ventura.

It was learned on the Ventura that Burns, Philip & Co. have been appointed agents for the Oceanic Steamship The Ventura will sail for San Francisco about noon today.

April 1. No. 8943-Jno. K. Gandali to A. K. Gandall; piece of land (3,350 square feet), Emma street, Honolulu, Oahu. No. 8446-Paao et al. to Kuapahi; kul.

11.268, Makaweli, Kaual. Consideration men in their original positions. It is No. 8453-M. de Costa and wife to Suevident that Turk and Lewis, the ship- perintendent of Public Works; strip of

ping men, are working in the interests land (20x1.195 feet), Waipunalei, North No. 8453A-Okada to Superintendent of Waipunalei, North Hilo, Hawaii, Con-

> No. 8454-J. H. Hamilton to Superintendent of Public Works: portion of Gr. 3645 (30x450 feet), Walpunalei, North Hio, Hawali. Consideration \$1. No. 8455-D. Wulbers and wife to Su-

perintendent of Public Works; portion of Grant 3644 (30x655), Waipunalei, North Hilo, Hawaii. Consideration \$1. No. 8456-L. Kahoolo to Superintendent of Public Works; portion of lot No. 28 (30x470 feet), Waipunalel, North Hilo, Hawaii. Consideration \$10

No. 8459-Trs. Est. of B. P. Bishop to S. Mahelona; ap. 7 of R. P. 7834, kul. 7714, (2.220 square feet), Kapalama, Honolulu, Oahu. Consideration \$250.

No. 8460-H. Brandt and wife to G. N. Wilcox: R. P. 6200, kul. 3403B (7 acres and 30 perches), Libue, Kauai. Consider-No. 8461-H. Brandt and wife to G. N. Wilcox: R. P. 5197, kul. 4544 (2 acres), Kamooloa, Lihue, Kauai. Consideration

No. 842-Trs. Est. of B. P. Bishop to S. K. Kalama; portion of kul. 9971 (480 square feet), Kaakopua, Honolulu, Oa-

Consideration No. 8462A-S. K. Kalama to Trs. Est. of B. P. Bishop; portion of kul. 3147 (469) square feet), Kaakopua, Honelulu, Oa-

Consideration April 2. No. 8465-P. Muhlendorf, tr. et al. to J. A. M. Johnson; lot 29 (4.500 square feet), block B. Kulaokahua, Honolulu, Oahu. Consideration \$3,250

#### NOT HEREDITARY

In the main, consumption s not hereditary; it is infectious. People are too afraid of heredity: better not think of the subject at all. Infection occurs continually.

Low vital force is hereditary; which gives consumption its chance. And infection plants

Between the two, the crop is a big one: about one-sixth of the human race, so far as is

per cent, if people would take fair care and Scott's emulsion of cod-liver oil. The care saves life in all

ways; the emulsion is specially aimed at the lungs, beside its general food-effect.

We'll send you a little to try, if you like. TT & BOWNE, 400 Pearl street. New York

#### NOTICE.

THE UNDERSIGNED REQUESTS that the Island steamer Upolu was daughter, the late Miss S. Rowena wrecked on the reef at Punko on the Jehu, or any persons having claims against her estate, communicate with Philip L. Weaver, Merchant street, opposite postoffice. MRS. SARAH JEHU. Honolulu, April 2, 1901.

## Ship Chandlery!

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> TUBBS CORDAGE COMPANY HARTMANN'S RATJEN'S Paint for iron ships.
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AND WONSON'S copper paint for wooden vessels. BOSTON & LOCKPORT BLOCK CO. pulley blocks

Many of our patrons say what is

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as every one who have had it put on their iron roofs will advertise it for you. This is true; but we believe, when we have a good thing, in letting everybody know it, particularly when it gives them comfort. Then when the summer heat is troublesome, they will know there is a remedy-"ARA-BIC" is the cure, at a small cost, and guaranteed by

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All orders promptly attended to. Only competent help employed.

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Property situate on the corner of Judd and Liliha streets, formerly occupied by the undersigned, containing an area of 1.42 acres and having 158 feet frontage on Judd street and 380 feet frontage on Liliha street.

ALFRED W. CARTER.

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Southeast cor. Geary and Stockton Sts., SAN FRANCISCO. Orders by Mail Promptly Delivered.

EMBROIDERY SILK, LINEN LACE BRAIDS, PILLO WCORD AND RIBBONS,

### Mrs. T. B. Clapham,

Gedge Cottage, HOTEL AND RICHARDS STS.

MISS N. F. HAWLEY NEW TRIMMED HATS.

Millinery Novelties NOW DISPLAYED AT Boston Building, over May &

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FRESH FRUITS ON HAND AT ALL King Street, corner Alakea

OFFICES FOR RENT,

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#### NOTICE.

MRI D. L. AUSTIN, BEING NO onger in our employ, his authority for receipt for moneys on our account as heretofore published, is hereby revok-

W. W. DIMOND & CO., LTD.



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We suppose it needn't be 5 Pacific Cycle & Mfg., Co.

Crepe, Silk, Champoray, Woolen Pajamas. Crepe, Linen Golf Shirts,

> & AT AT ASADA & CO.

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